









His Excellency will be—  
to recognise an intelligent appreciation of  
Western Medical Science, we confess our  
inability to be "sufficed" with this  
kind of nonsense. Oil and water can  
never mix, and it is very doubtful whether  
arrant quackery and science can  
ever be dovetailed into each other until  
the larger portion of the former be elimi-  
nated. Say five per cent. of the Chinese  
empiricism mixed with ninety-five per  
cent. of Western Science: such might  
make a wholesome draught; but the  
Tung-wah scheme has all the appearance  
of the ingredients being reversed. It may  
be truly said that our Chinese friends must  
creep before they walk, but the strong  
influence which Governor Hennessey and  
his Acting Chinese Secretary ought to  
have over the Chinese should, we think,  
be exercised much more for the broad-  
ening and enlightening of their views  
than it at present appears to be.

## LOCAL AND GENERAL.

## THE EARTHQUAKE IN MANILA.

We learn that a telegram, received this  
morning from Manila, is to the following  
effect:—

Manila, 21st July, 7.55 p.m.  
"Manila in ruins. All Offices closed for  
a week. Living in sampans."

We are indebted to a private resident for  
the following reassuring message, received  
in reply to telegraphic inquiries regarding  
the welfare of his relatives:—

Manila, 22nd July, 2.30 p.m.  
Constant earthquakes. Business sus-  
pended. Europeans all well.

THE REV. N. SHEKHADI, Free Church Mis-  
sionary, Bombay, will preach in Union Church  
next Sunday, the 26th instant, at 11 o'clock  
a.m. Mr. Shekhadi, who was one of the  
first Brahmins converts to Christianity, has  
already represented his Church on great  
occasions in England and Scotland, and is  
now on his way to take part in the Pan-  
Presbyterian Congress in America.

A REMOVAL was pretty current this morning  
to the effect that one of the Glen steamers,  
homeward bound with tea, had run ashore  
near Singapore a few days ago. On careful  
enquiry where authentic information was  
most likely to be obtained, we find that  
there was exceedingly small foundation for  
the report, and that all the Glen line have  
passed on from Singapore without any mishap.

We have reason to believe that the action  
of Major-General Donovan in regard to  
Lieutenant Cor of the 27th Infantry, when  
that young officer was lent to H. E.  
the Governor as A. D. C. and afterwards  
recalled to his regimental duty, has been  
fully approved by the Home authorities.  
This is nothing more than what was ex-  
pected, looking at all the circumstances of  
the case.

It is rumored that a new appointment is  
about to be made in the Medical Depart-  
ment here, viz., a sort of Director or  
Inspector of Hospitals. Mr. Havelly, who  
supposed that the Colonial Surgeon was  
specially intended for this duty; but as  
something quite new may be brewing for  
the better sanitation of the Colonies and  
the more vigorous working of the C. D. O.,  
we wait particulars. At the same time,  
an assistant or colleague for Dr. Wherry  
appears to us to have been the most ap-  
propriate addition to the Medical Staff of  
the Colony. A local practitioner is spoken  
of as the new acting Inspector.

The following may be of interest to some  
of our readers, in view of recent events  
here:—

The Ceylon papers contain some cor-  
respondence denouncing the conduct of two  
young men who, under the pretext of sell-  
ing tweeds and silk, have been victimizing  
the planters. It would appear that they  
imposed upon some by the statement that  
they had sold all their goods to Messrs  
Cargill & Co. This was denied by that  
firm in an advertisement which the pre-  
sumed commercial travellers contradicted.  
This step, however, only provoked an advertise-  
ment signed by Messrs Walter Bisset, Ro-  
bert Brown, and Alex. L. Kirk, confirming  
the accusation put forward by Messrs  
Cargill & Co. The Ceylon papers report that  
under the pretence of looking large orders  
under various guises, such as towels, water-  
proof sheets, shirts, &c., these men manage  
to pass off inferior goods.

The report of the health of the Army  
for the year 1878 has been issued, and  
although the number of admissions to  
hospitals in the United Kingdom are 4-9  
per 1,000 above 1877, the death rate is  
considerably lower. The Home District,  
the headquarters of the Army, shows the  
largest number of cases of disease, and  
the North British District, which com-  
prises the whole of Scotland, shows the  
largest number of deaths. The South-  
Eastern District (headquarters, Dover),  
and the Channel Islands are by far the  
healthiest of the Home Districts. The  
average mortality of all ranks at Home in  
1878 was 6.58 per 1,000, varying from 7.78  
in Scotland to 4.06 in Jersey. Of the  
Foreign Stations, Canada is the healthiest;  
then come Bermuda and Gibraltar, Malta,  
the Mauritius, and the West Indies all  
show a very high death-rate; but on the  
West Coast of Africa, usually the most  
unhealthy station, there is a considerable  
reduction in the bills of mortality. China  
and Ceylon, although showing a high  
death-rate, are improving, but in India the  
rate of death per 1,000 was as high as  
9.66. The Cape and Cyprus are both very  
highly but healthily are proceeding as  
the former station, and at the latter were  
very prevalent. The death-rate in  
Algeria is 10.00, in the Royal Artillery, which  
shows an annual loss of 10.00 per 1,000.  
Then come the Infantry of the Line with  
6.61, the Royal Engineers with 6.97, the  
Guards 6.16, Cavalry 6.16, and Household  
Cavalry 7.22.

A NEW book is announced by the publishers  
from the pen of Charles W. Russell, of Vir-  
ginia, son of the late Charles Russell, the  
statesman and scholar of Confederate fame,  
who in 1879 won an enviable place in the  
ranks of authors as the writer of "The Fall  
of Manassas," dedicated by able critics to  
equal the brilliant writings of Sir Walter  
Scott. He calls his new novel "Tillam, or  
Destiny," and it is said, by these capable

of forming an opinion, to excel in many  
points. "The Fall of Manassas," Mr. Rus-  
sell's latest work, is a stirring and soldierly  
Colonel Mosby, the once dashing Confederate  
cavalry rider and leader.—*American Paper.*

In our Parliamentary Summary will be  
found a question about the postal speed to  
Australia, asked by Mr. Baxter. Mr. Fawcett,  
the Postmaster-General, in replying, seems  
to have made some mistake, as he compares  
the times of the P. and O. Company and the  
Orient Company, the one to Adelaide, the  
other to Melbourne. As a matter of fact,  
the P. and O. Company take thirty-seven  
and a half days to Adelaide, and two more  
to Melbourne. The Orient Company usually  
take forty days to Adelaide, and four more  
to Melbourne, as they generally discharge  
more cargo at the former port.—*L. & C. Express.*

Says the *Comercio* of June 17th:—To enable  
our reader more fully aware of the progress  
made with the scheme to establish a ship at  
Manila, we have applied to a gentleman  
whom we considered well informed. He has  
furnished us with the following information:—  
Several persons and mercantile firms in  
China have applied for shares in the projected  
ship company. It is reported that there, the  
probable proceeds of the enterprise are esti-  
mated at a very low rate, but people may be  
sure that they will be of larger amount.  
Mr. Robertson, the engineer, is now drawing  
up plans for enabling repairs and other kind  
of work to be effected on sailing and steam  
vessels in this port. At present, to be re-  
paired, ships have to be sent to China at  
an expense amounting from 14,000 to 16,000  
dollars for each. Mr. Robertson is also con-  
sidering a contract to procure a vessel of great  
speed for the service. Our informant also  
said:—I believe that, before the end of  
the month, the Ship Company's shares will  
be all placed, and that the day will shortly  
come when repairs to our vessels may be  
effected here without there being any neces-  
sary for going to China.

THE English papers announced, the other  
day, the death of "the leader of the Tekke  
Turkmen." This was Noor Verdi Khan,  
who, for some years past, has ex-  
ercised immense influence over the Tekke  
Turkmen of the Akhal. The Russians at  
first believed that Noor Verdi Khan was  
no other than a certain Ensign  
Nooroff, who deserted from the Russian  
army in 1871. Nooroff had risen from the  
ranks, and had distinguished himself by  
cheating at cards. He was attached to the  
garrison at Chai, and one day disappeared.  
The supposition that he had been carried  
off by the enemy was dispelled by a  
letter which he himself wrote to General  
Lomaxoff, saying that he had thrown off  
his allegiance to the Czar, and had joined  
the Turkmen. That he was not identical  
with Noor Verdi Khan was afterwards  
proved by the news that he had been killed  
early last year by a jealous Turkman.  
The real Noor Verdi Khan has not attracted  
the attention of the authorities. The real  
Noor Verdi Khan is described as an  
aged, grey-headed warrior, a man of  
great bravery and uncommon honesty. It  
is said that he was not only the chief man  
amongst the Turkmen of the Akhal  
Attock, but that his influence was also  
extended to Merv.—*Pioneer.*

The competition in the Eastern trade, which  
is now being vigorously carried on, has  
been the brighter prospect which have pre-  
sented themselves since the famine of 1876-  
78 was chronicled a thing of the past, has  
brought many new vessels into Bombay  
harbour, the latest addition being the Peninsular  
and Oriental Steam Navigation Company's  
S.S. *Zealandia*. This is the second vessel  
that has been launched for the P. and O.  
Company within about a year's time. The  
*Zealandia* was built by Denny and Company,  
of Dumbarton, from whose yard she was  
launched in February last. On her trial  
trip she fully realized the expectations of her  
owners and builders, and she stands con-  
spicuous among the vessels surrounding her  
in the harbour. The following are her di-  
mensions:—Length, 380-2-10 feet; breadth  
40-3-10 feet and depth 25-9-10 feet. She is  
3,340 tons gross, and 300 horse power, with  
accommodation for eighty first-class and  
thirty second-class passengers. The crew  
number 128, all told. The saloon is well  
suited to the tropics, the upper portion being  
to a great way left open to the air, while  
the interior decorations are exceedingly  
tasteful. The paintings are of "oiled  
wood," the most elegant of the wood allowing  
of a very agreeable polish, and is set to the  
touch; while the frame work of the cabin  
doors is composed of rosewood, walnut,  
and mahogany. There are six tables in the  
saloon, and this system, which is now being  
most adopted in preference to the one long  
table that has for so many years marred  
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